

DAILY RECORD-UNION

WEDNESDAY, APRIL 18, 1888

ROSCOE CONKLING.

It is with profound sorrow and with keen pain that the people learn of the death of Roscoe Conkling. He was one of the pre-eminent men of the nation, and in the broadest sense was a publicist of the best order and possessed of the qualities of statesmanship, the products of which are wise legislation, strength of administration, foresight, boldness and the calm of caution in laying the lines of national policy. Mr. Conkling was one of the most signal examples of a great mind devoted to the activities of the political field, without a stain attaching to the character of the man, or any assault upon his integrity and life cleanliness being possible under truth. The distinguished lawyer and publicist was born in Albany, N. Y., on the 20th of October, 1820. He was the son of Alfred Conkling, a New York jurist, who served in Congress, upon the Federal bench and as the American Minister to Mexico, and was a law writer of acknowledged ability. His son Roscoe received an academic education and then read law under his father's watchful eye and careful guidance. In 1849 he entered the law office of Francis Kernan, with whom he afterwards served in the United States Senate. In 1850 he became the District Attorney of Oneida county, New York, and became speedily prominent for his ability as a lawyer and the fine quality of his mind as a thinker, while in political activities he developed the ability to lead and command a large following. He was elected Mayor of Utica in 1858. He was elected to Congress and took his seat in that body in December, 1859. He was re-elected in 1860, was defeated by his old tutor, Kernan, in 1862, but regained his seat in 1864. The first speech that presented him prominently to the nation was made in support of the Fourteenth Amendment to the Constitution. He was a vigorous supporter of Republican Administration during the war, and became noted for the fearlessness with which he assailed whatever and whoever to him appeared to be in the wrong. In 1866, Mr. Conkling was again returned to Congress, but before he took his seat, was chosen United States Senator, and was re-elected in 1873 and 1879.

THE RELATION OF GOV. STANFORD TO LABOR INTERESTS.

Elsewhere we publish a criticism by the National View, of Washington, D. C., upon the address of Senator Stanford before the Senate Committee on Pacific Railroad Company and the Federal Government. The View is an exponent of industrial interests and a paper devoted to advocacy of the claims of workmen and consideration of their relation to capital. That it should take up and consider the railroad question calmly and without the bias that has been manifest in so many other quarters in the past, speaks of the respect the workmen have for Senator Stanford and the industrial enterprises he represents, and of the vital interest labor realizes in the question of the development of the railroad system of California, of which the Central Pacific was the kernel.

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The relation of Senator Stanford to the workmen of the country is one thoroughly well understood. Labor has never had a truer friend or wiser counselor. Governor Stanford's own rise to wealth and prominence has never made him blind to the deserts and rights of the toiling masses. His constant rule has been to encourage, elevate fully, and amply reward labor, while demanding full and ample service for the compensation paid. He has, in all the years of his life, been the advocate of good wages. The record of the history of this employer of thousands discloses no instance of any effort on his part to screw down the earnings of labor to the bare point of necessity. It is well understood in California that his idea is that our civilization is indicated by the condition of the working classes; that in a republic it is essential that the toiling citizen shall be independent and able to take and maintain independent positions; that the individuality of the wage-earner of the nation must not be absorbed by any influence; that the artisan and worker in America must be enabled to live up to a state truly representative of the republic as a progressive and elevating influence in the scheme of the world's advance.

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Senator Stanford's company being the largest employer upon the Pacific coast, he has been enabled to exemplify his faith in these matters. A strike has not only never occurred among the men in the employment of the company, or in his individual industries, but has never even been threatened, or so much as dreamed of. The great thought of his private life is a scheme of education that will develop a temporarily head and hand, intellect and mechanical skill that shall make the mind and also train to cunning and self helplessness the willing hand. To this end he is now devoting his fortune, his executive capacity and indomitable energy. So much has he had at heart the cause of the workmen of America, who constitute the elements of national strength and American progress in the larger measure, that he early conceived and projected into the national Congress the only scheme for the legalizing and fostering by legislation of the co-operation of labor, by which workmen can capitalize their skill and energy, and incorporate under laws that will protect and advance their interests in a manner impossible under mere partnership or ordinary co-operative association.

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It is therefore not surprising that a journal especially expository of the interests and views of labor should comment favorably and with intelligence upon the question now at issue between the Government and the company of which Senator Stanford is the official head, and demand for his expressions the calm consideration of unbiased judgment and justice-loving men.

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The Burlington strike is at an end. The engineers whose heads are coolest, frankly admit that the whole movement was a blunder from the beginning. Had the engineers been advised by wisdom, they never would have attempted to drag into their issue with the Burlington road those who bore no relation to the strike whatever. Up to that point the engineers had some measure of public sympathy. Yet even that was misplaced, for the reason that schemes of arbitration had not been exhausted. There were grievances of which the engineers had cause of complaint, but the methods pursued to remedy them were indefensible. The right to cease work for employers to whose terms they could not accord was theirs—beyond that they had not the right to proceed. The result has justified the warning given them and has really done the cause of labor injury. While the Brotherhood is a wealthy organization it is not likely that the membership will long continue to support the now locked-out strikers. Those whom the road will not restore to positions must look for locomotives upon other roads, and if these are not obtainable, they must do as the strikers in a great industry in Chicago last year, take up with other industries. For it has been demonstrated that no body of wage-earners will for an indefinitely extended period continue to support unsuccessful strikers in idleness. The engineers are an intelligent and worthy class of people and command a large respect of the public. It is not likely, therefore, that any of those now out of employment by reason of the strike will find much difficulty in securing places for the exercise of their skill.

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A good appetite is essential to good health, and loss of appetite indicates some thing wrong. Hood's Sassafras Cures and restores the appetite, assists the digestive organs, and regulates the kidneys and bowels. It is the best of all Sassafras pills. Sold by druggists.

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GOVERNMENT EQUITIES IN SETTLEMENTS WITH RAILROADS.

The National View, one of the leading exponents of the interests of the workingmen of the country, published at Washington, in its issue of April 7th, gives the full statement of Senator Stanford, made before the Senate Committee on Pacific Railways, which has already appeared in the Record-Union—and editorially comments upon the same as follows:

We invite the careful consideration of our readers to the clear and concise statement of Hon. Leland Stanford, President of the Central Pacific Railroad Company, made before the Senate Committee, a few days since, and which will be found in full in our columns.

No one with unbiased mind can read it without feeling that Mr. Stanford's argument is correct, and that his demand for the allowance of equities by the Government, and that the Government should be as just in its settlement with an individual as it is in dealing with one another, would be, under like circumstances.

There are several notable facts in this statement, and in the history of this "pioneer" railroad, leading eastward from the shores of the Ocean. There are chapters of hardship and toil, the persistence of financial integrity, the indomitable pluck and the power of endurance, and persistence, and every era success, every triumph attained, and the early history, the feat of pioneer work, became as things of the past, even as the first book of history is said to be, and almost forgotten by the people.

Mr. Stanford summarizes only the benefit to the Government, by the carrying of Government mails and the transportation of troops and supplies, and the amount thus saved to the Government, and refers to its own reports, by the expediting and completing of the road fully seven years in advance of the specified time.

For the transportation of mail over the mountains, alone, the Government, previous to the building of the road, paid Wells, Fargo & Co. \$1,700,000 per annum for carrying the letter mail only, the maximum weight of which was not to exceed a thousand pounds, "and yet," says Senator Stanford, "the Government required the Central Pacific, as soon as completed, to construct a special mail car to carry eighteen tons of mail matter and two messengers. And sometimes two extra cars are required to carry the mails across the mountains. In other words the railroads carry twice or three the amount of mail-matter more safely, more expeditiously, and receive therefor about one-fourth the amount paid to the stage coach companies.

For the transportation of these heavy mails the Sierra Nevada mountains, the Government pays the Central Pacific the same rate per pound that it pays to the Pennsylvania Railroad, which has a comparatively level bed, and whose cost is procured at a cost of \$2 per ton, while the Central Pacific has to drive its engines up steep grades of the Nevada mountains, with a large consumption of coal costing \$8 per ton. There is no equity on the part of Government in this distribution of patronage.

Yet all the trunk lines east of the Missouri river recognize the fact that this, in mountainous regions, and with increased cost of fuel, cannot carry cheaply as they, and in their business with this road make it an equitable allowance based on the facts. The Government also refuses to do so. The Government lends its credit; in other words, it speculates on its credit, and through the completion of some great project to which it has loaned its name for a few millions it reaps a continuous and incalculable benefit in the future.

But let us consider some of the equities in the case. The Government spends millions of dollars annually in efforts to civilize the Indians, and to prevent and subdue lawless depredations and outrages. There is no civilization in the world that takes rank with the railroad that penetrates the new country and carries with it the elements of civilization in each remote settlement around which shall gather enterprise, industry, morality and progress, co-operating for mutual benefit, till the entire country is brought into comfort, the hut become a spacious school-house, and church spire pointing to the skies.

Where erst was forest dense, shall rise a town, and therefrom all the surrounding lands are developed, and acquire increased value, and the land taken is duplicated and all along the line of a new railroad. For a century past these lands, the property of the Government, have lain idle and undeveloped, and in so far as income is derived, utterly worthless. The railroad settles to clear away the wilderness, to plow and sow, and reap the supplies, for the army that is moving on to the West, not for war and pillage, but to open up and develop the resources of the country.

Think of the vast improvements and developments that must take place along a line of 1,800 miles through a new country. Why, some results are that for ten to twenty miles on either side, from the road, the land is taken, mines are opened, worked, quartz mills and smelting works furnish employment, the saw mills produce lumber, the ranches are pastured on a thousand hills and plains, and the valleys are waving with ripening grain. And why? Because, forsooth, the railroad opens up a way to transport grain and live stock, timber and precious ore, and all products of forest, field and mountain.

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Indiana is closely intersected by railroads; yet when a new line has been constructed, residents have been found at a distance of twenty miles from a railroad, whose deplorable ignorance was pitiable in the extreme, but the civilization came, and brought news from the hitherto inaccessible world, and enlightenment followed.

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LOCAL INTELLIGENCE.

IMPORTANT DECISION.

What Surveys Should Govern in Settling Property Rights.

Judge Armstrong has rendered a decision in Department One of the Superior Court in the case of Daniel O'Keefe vs. T. McCarthy, which settles a very important point in regard to surveys in this city. The first survey of the City of Sacramento was made in December, 1848, by Lieutenant Wm. H. Warner, of the United States Army. The field notes of that survey are not now in existence, though the testimony of General W. T. Sherman, who assisted in the survey, and others, has been perpetuated in the records of the Court.

The evidence in this case developed this state of facts: Some years ago McCarthy sold to O'Keefe forty feet of ground on the east side of his residence. There was a fence between the ground sold to O'Keefe and that retained by McCarthy which had been there for twenty-five years, and McCarthy's house also stood close to the line. Some time ago O'Keefe had a survey of the ground made by City Surveyor Bassett, and the result was that the line would be a foot and a half further west. In other words McCarthy's house and the fence stood a foot and a half over on McCarthy's ground. He thereupon brought an action in the Superior Court to recover that much ground. City Surveyor Bassett was called upon the stand, and testified that he had been surveying in the city for about ten years, and that in making the survey he had started from stone monuments which he had established himself. He had established two of these monuments in the neighborhood in question, from one of which he had obtained from other surveys, but admitted that he had never seen the field notes of the original survey.

Judge Armstrong gave judgment in favor of the defendant, holding that Mr. Bassett's knowledge of the true line was based upon hearsay evidence, and that it would be dangerous to disturb lines which have been established for twenty or twenty-five years, in the absence of the original field notes and of the original plat of the city. Ed M. Martin appeared in the case as counsel for plaintiff and H. T. Smith for defendant. Mr. O'Keefe applied to the Board of Trustees to be reimbursed for his costs, on the ground that he had commenced the action on the strength of a plat made by the City Surveyor, and the latter had failed to establish its correctness. Mr. Bassett explained that he had made the survey in the capacity of a private surveyor, and the Board disclaimed any responsibility in the matter.

BEFORE THE COURT.

Sons of Foreign Lands Before Judge Buckley.

The calendar in the Police Court yesterday was not a long one and most of the interested parties in attendance were from the sunny lands of Spain and Italy. Judge Buckley's trial was a very interesting one, a huge bouquet of fragrant flowers being presented by an admiring friend, from which was wafted odors strange and new to the place.

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Frank Kelly stood trial on a charge of battery, having employed the same counsel. Patriotic figures were brought in to support the defendant, Kelly struck him in the eye without provocation. Kelly testified that he struck Figure in self defense. As the benefit of the doubt was due the prisoner he was discharged.

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THE GREAT REGISTER.

Let It Contain Only the Names of Legal Electors.

There have now been over eleven hundred names entered upon the new Great Register, and they are being added at the rate of from thirty to forty per day. The object of the present registration is to get rid of several thousand names which do not represent present electors, but are used for illegal voting to a large degree. The people have at last determined that this shall cease, and the Board of Supervisors wisely ordered a new Great Register. They have since in requiring that the street address and number of each person registered, gone far towards enabling the detection of any illegal registration.

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